Amendments to the Specification:

The paragraph starting at page 1, line 6, is amended and now reads as follows:

-- The use of electrically driven throttle flaps as part of an E-GAS system is already known. Usually, structures are used wherein, at a lower mechanical stop, a position of the throttle flap with [[a]] minimal air leakage ~~air~~ is reached as shown in FIG. 5a. The throttle flap is identified in FIG. 5a by reference numeral 1. FIG. 5d shows a typical position of the throttle flap during driving operation. An upper mechanical stop lies in the vicinity of the maximum possible air throughput. In order to ensure an emergency driving when there is a malfunction of the E-GAS system, there is, as a rule, still a rest position just above the lower mechanical stop and this is the so-called emergency air position of the throttle flap 1 as shown in FIG. 5b. --

The paragraph starting at page 2, line 12, is amended and now reads as follows:

-- What is problematic with the through-plunging throttle flap is, however, that the position of the throttle flap 1 with minimum leakage air, that is, the position with minimum air ~~throughput~~ throughput, must be known to the E-Gas system in order to make possible an idle control with very small air mass flows. In a conventional throttle flap according to FIGS. 5a to 5c, the

position of the throttle flap 1 with minimum air leakage can be simply learned because, for this purpose, simply the lower mechanical stop can be approached and the read-back values of a sensor (not shown) for the position of the throttle flap 1 can be stored in a control apparatus. --

The paragraph starting at page 7, line 12, is amended and now reads as follows:

-- According to the invention, an impact-free extremal set position of an actuating member of the engine 10 is determined at which an actuating quantity, which is to be adjusted, has an extreme value. In an operating position of the ~~engine 10~~ engine 10, which is substantially independent of the set position, the actuating quantities are each measured with a sensor for various set positions in a range wherein it is assumed that the extreme value for the actuating quantity is present and that set position is determined as the extremal set position at which the measured actuating quantity exhibits an extreme value. --

The paragraph starting at page 8, line 23, is amended and now reads as follows:

-- Because of manufacturing tolerances or deterioration, the minimum of the air mass flow can also lie at a throttle flap angle other than zero. According to the invention, the throttle flap angle for the minimum of the air mass flow should be

determined as accurately as possible. For this purpose, the information of the sensors for the intake manifold pressure and/or the air mass are used, that is, the intake manifold pressure sensor and/or the hot-film air-mass ~~sensor 15~~ sensor 15, in order to determine the throttle flap angle for the minimum air mass flow as accurately as possible in specific operating states of the engine 10. These sensors for the intake manifold pressure and/or the air mass are anyway present in the engine 10. --

The paragraph starting at page 13, line 7, is amended and now reads as follows:

-- At program point 105 and in the above-described measuring operation, the control 35 initiates the corresponding stepwise drive of the throttle flap 1 and initiates the recordation of the measuring points of the hot-film air-mass sensor 15 and/or of the intake manifold pressure sensor 20 in the manner described and, if required, by including the exhaust-gas recirculation valve 5 in order to prevent a drop of the intake manifold ~~pressure~~ pressure, which is too ~~great~~ great, and to establish a connection via the exhaust-gas recirculation channel 45 to the exhaust-gas system 50 and therefore to the ambient pressure via a corresponding opening of the exhaust-gas recirculation valve 5. Thereafter, the program branches to program point 120. At program point 125, the control 35 checks whether the engine 10 is in idle operation. If this is the case, then there is a branching to program point 130; otherwise, there is a return branching to program point 100. --